with the control spotlight. This means that control elements situated near the position of the control spotlight, which is at the center of the control spotlight, are scaled larger than those elements that are further removed from the position of the control spotlight. Furthermore, those control elements are scaled larger that have a large planar overlap with the control spotlight when projecting the control spotlight onto the display device. FIGS. **4**A through **4**D show examples of this. Even control elements **61'**, which are not situated in a control spotlight **62**, but are situated nearer to control spotlight **62** than other control elements **61"**, may be displayed larger than these other control elements **61"**.

[0059] The described method represents a determination of a control probability for the individual control elements **22**. These control probabilities may also be determined according to another method on the basis of the user information, possibly by taking into account other information about situational influences, for example the driving situation, hitherto existing habits of the user, etc.

[0060] The control spotlight is continuously adapted. In a further step, the movements of the body part and possible additional properties of the body part are ascertained more precisely using a second sensor unit.

[0061] In example embodiments, in which transducers generating high-frequency signals are situated near the body of the user and receivers are situated on or around the display device in order to receive high-frequency signals transmitted via the body of the user and to determine from this a position of the hand of the user near the display device, the adaptation of the represented information may be finely adjusted particularly well. Body parts of users may be detected by such sensor systems at a distance of approximately 30 cm from the display device. If multiple users are within the range of the interactive control device in a vehicle, for example the driver and the front passenger of the motor vehicle, these may be distinguished on the basis of different high-frequency signals that are coupled into the body of the user via different transducers, which are integrated for example in a driver seat and in a front passenger seat. A scaling or general adaptation of the represented information may thus be additionally adapted to the function (driver/front passenger) of the user. For example, it is practical to represent fewer, but instead larger control elements on the display device if a driver wants to activate control elements on the display device at a high speed of the motor vehicle. A front passenger, who does not have to concentrate on driving the motor vehicle, may operate smaller control elements, for example, of which instead more are representable on the display device. In order to perform the fine adjustment, a provision may be made to ascertain a distance of the user's body part from the display device when detecting the control intention. Additionally, the extension of the body part is ascertained. This extension is also taken into account when scaling and/or refining the control element(s). For a user who has large and wide fingers, the control elements must be displayed larger than for a user who has small and narrow fingers. A finer adaptation is thus possible in the additional step. More than two steps may be provided. The second sensor unit may also be an sensor unit based on ultrasound.

[0062] FIG. **2** schematically shows the switch from a visual to a haptic layout. The upper region of FIG. **2** shows two possible developments of a representation of information **31**, **32** in a so-called visual layout. The left representation **31** does not show any control elements. The right representation **32** shows small control elements **33**. The largest region **34** of display device **35** is intended for displaying the information. If a body part **36**, in this case a hand, approaches display device **35**, as is indicated at the center of FIG. **2**, then the represented information is changed such that control elements **33'** are magnified, that they include additional text information (A, B, C, D) and are changed in their transparency level at least as compared to representation **31** in the upper left corner. The haptic layout is optimized such that control elements **33'** may be touched optimally by one finger in order to be able to activate and trigger a control action associated with control element **33'**.

[0063] FIG. **3** shows another example for switching from a visual layout **41** to a haptic layout **42**. Points of interest (POI) **44-47** of a map view **48** of a navigation system are schematically represented on display device **43**. If a finger **49** approaches display device **43** with a movement that aims at the bottom toward the right edge **50** of the display device, then the points of interest are scaled in terms of their planar dimension as a function of a distance from the lower end of right edge **50**. In order to achieve an improved operability, some points **46**, **47** are shifted slightly with respect to their original position. In a left section **51** of map view **48**, the layout is still adapted for a visual communication of information.

[0064] FIGS. **4**A through **4**D show different representations **55-58** of information on display device **59**. In addition to a finger **60**, which respectively intends to operate one of control elements **61**, a so-called control spotlight **62** is shown in circular shape on display device **59**. Control elements **61** are scaled as a function of their position relative to position **63** (the center) of control spotlight **62** and a planar overlap with control spotlight **62**. The overall dimension of the scaling may be a function of a driving situation. If the vehicle is traveling on an uneven surface at high speed, for example, then the control elements have to be scaled larger than when traveling on an even roadway at low speed. Control spotlight **62** exists only virtually and is normally not represented on display device **59**. Control spotlight **62** is represented only for the purpose of illustration.

[0065] FIGS. **5**A through **5**D show how control spotlight **70** changes when a finger **71** approaches display device **72** and how this affects the scaling of the control elements in example embodiments. Views **73** of a display device **72** shown in FIGS. **5**A through **5**D respectively show a navigation map with points of interest **81-86**, which are control elements. A haptic layout is selected in FIG. **5**A, in which points of interest **61-65**, which lie in control spotlight **70**, are represented larger than point of interest **86**, which lies outside of control spotlight **70**. View **73** as shown in FIG. **5**A corresponds to a representation in which the operating hand is still far away from display device **72**. Therefore, a finger is not yet shown in FIG. **5**A. When finger **71** approaches, a radius **74** of control spotlight **70** is reduced such that control spotlight **70** is smaller in FIG. **5**B. Control elements **82**, **83** situated near a position **75** (the center) of control spotlight **70** are scaled to be the largest. Point of interest **86**, however, is also scaled to be larger compared to its representation in FIG. **5**A. As finger **71** approaches further, the analysis of the direction of movement of finger **71** reveals that position **75** of control spotlight **70** has shifted slightly. Point of interest **82** in FIG. **5**C is therefore scaled to be larger than point **83**, which is further removed from the center position **75** of control spotlight **70**. FIG. **5**D shows the situation in which finger **71** is situated in an activation region that is defined relative to the representation of